

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017**

Item 14, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2017.

**14**

**ZONING BY-LAW AMENDMENT FILE Z.16.031  
DRAFT PLAN OF SUBDIVISION FILE 19T-16V006  
SITE DEVELOPMENT FILE DA.16.064  
ST. MAGNUS DEVELOPMENTS INC.  
WARD 3 - VICINITY OF WESTON ROAD AND DAVOS ROAD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management, Director of Development Planning and Senior Manager of Development Planning, dated June 20, 2017:**

**Recommendation**

The Deputy City Manager, Planning & Growth Management, Director of Development Planning and Senior Manager of Development Planning recommend:

1. THAT Zoning By-law Amendment File Z.16.031 (St. Magnus Developments Inc.) BE APPROVED, to amend Zoning By-law 1-88 on the subject lands shown on Attachments #2 and #3, specifically to rezone the subject lands from A Agricultural Zone, RVM1 (A) Residential Urban Village Multiple Dwelling Zone One and RV4 Residential Urban Village Zone Four, subject to site-specific Exception 9(1024) to RVM1 (A) Residential Urban Village Multiple Dwelling Zone One (street townhouse) and RVM1 (B) Residential Urban Village Multiple Dwelling Zone One (semi-detached dwellings), in the manner shown on Attachment #4, together with the site-specific exceptions to Zoning By-law 1-88 identified in Tables 1 and 2 of this report.
2. THAT Draft Plan of Subdivision File 19T-16V006 (St. Magnus Developments Inc.) BE APPROVED, to facilitate a residential Draft Plan of Subdivision comprised of one lot and 4 Blocks for 19 townhouse and 4 semi-detached units as shown on Attachment #4, subject to the Conditions of Draft Approval set out in Attachment #1.
3. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-16V006 (St. Magnus Developments Inc.) include the following clause:

“Prior to final approval of the Draft Plan of Subdivision the Owner shall enter into a Developers’ Group Agreement with the other participating landowners within Block 39 to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision parks, cash-in-lieu of parkland, road and municipal services within Block 39. This agreement shall also provide a provision for additional developers to participate in the Developers’ Group Agreement when they wish to develop their lands.”
4. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage serving capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-16V006 (St. Magnus Developments Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 23 residential units (72 persons equivalent).”
5. That Site Development File DA.16.064 (St. Magnus Developments Inc.) BE APPROVED to permit the development of the subject lands shown on Attachments #2 and #3 with 19

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townhouse dwelling units and 4 semi-detached dwelling units fronting onto the municipal public road network, as shown on Attachments #5 to #11, subject to the following conditions:

- a) that prior to the execution of the Site Plan Agreement:
  - i) the Development Planning Department shall approve the final site plan, building elevations, landscape plan, including the treatment along Weston Road and landscape cost estimate;
  - ii) the Development Engineering and Infrastructure Planning Department shall approve the final site grading and servicing plans, stormwater management report, and the Noise Impact Study; and
  - iii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority and York Region.
- b) the Site Plan Agreement shall include a clause requiring that all Offers of Purchase and Sale, or Lease shall include wording that the public laneway shall serve as the main emergency vehicle and fire fighting route for this development and that on-street parking is not permitted.

#### **Contribution to Sustainability**

The applications implement the following Goals and Objectives of Green Directions Vaughan:

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate

- Objective 1.3: To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth
- Objective 2.3: To create a City with sustainable built form

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation

In accordance with the goals and objectives identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- Low Volatile Organic Compound (VOC) paints and finishes;
- Low flow water fixtures;
- Energy efficient hot water tanks; and
- Drought resistant planting.

#### **Economic Impact**

There are no requirements for new funding associated with this report.

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#### **Communications Plan**

On September 9, 2016, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands. A copy of the Notice of Public Hearing was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the subject lands in accordance with the City's Notification Sign Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on October 5, 2016, to receive comments from the public and the Committee of the Whole for the subject applications. The recommendation of the Committee of the Whole to receive the Public Hearing report of October 5, 2016, and to forward a technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on October 19, 2016.

At the October 5, 2016, Public Hearing, Mrs. Giovanna De Bona, a resident of Laval Street spoke on behalf of a number of Lava Street residents and expressed the following concerns:

- the current profile of Laval Street as a quiet dead end street will be lost with this development proposal;
- the existing green space should be protected; and
- the approved Block 39 road plan should be followed to connect Laval Street because this would generate less residential units and traffic.

To date, an email with an attached petition signed by 17 residents of Laval Street has been received by the Development Planning Department expressing opposition to the proposed development as follows:

- the development will change the character of the street due to increased traffic;
- Laval Street should continue as 2 separate streets so they are not connected;
- the removal of mature trees abutting Laval Street will no longer provide for a landscaped view; and
- the developer should save the existing trees.

The Development Planning Department has reviewed the aforementioned concerns and provides the following response:

#### **a) Protection of Green Space**

Residents of the local community have expressed concerns that the proposed development will result in a loss of the green space that currently exists on the subject lands. The green space being referred to is located on private property. The green space also includes the portion of the subject lands that was sold by the City, which would have formed part of the Laval Street right-of-way, as identified in the approved Block Plan, had these lands developed concurrently with the abutting subdivisions. This green space would have been removed as part of the planned road network.

The Owner has submitted an Arborist Report a Tree Preservation Plan in support of the applications to assess the number of trees, tree type(s) and health/condition of the existing trees. The report identifies that the Owner is subject to a tree compensation plan as part of the development, if approved.

#### **b) Traffic**

The proposed development includes a public laneway that is narrower than the right-of-way width of Laval Street, which was identified on the Block Plan as a through street. A narrower public

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laneway helps to reduce speeds and creates a sense of traffic calming. Had the subject lands developed concurrently with the surrounding plans of subdivision, both sections of Laval Street would have been connected, which has the potential to result in increased vehicular traffic. A laneway will have less of an impact from a traffic perspective.

On May 31, 2017, the Vaughan Planning Department mailed out a notice of this Committee of the Whole meeting to all individuals that either made a deputation at the Public Hearing, submitted correspondence with respect to the subject applications or requested notice of a future meeting regarding this development.

#### **Purpose**

To seek approval from the Committee of the Whole for the following applications on the subject lands shown on Attachments #2 and #3 to facilitate the development of 19 street townhouse units and 4 semi-detached units as shown on Attachments #4 to #9:

1. Zoning By-law Amendment File Z.16.031 to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone, RVM1(A) Residential Urban Village Multiple Dwelling Zone One and RV4 Residential Urban Village Zone Four, subject to site-specific Exception 9(1024) to RVM1(A) Residential Urban Village Multiple Dwelling Zone One (street townhouse) and RVM1(B) Residential Urban Village Multiple Dwelling Zone One (semi-detached dwelling), in the manner shown on Attachment #4, together with the site-specific zoning exceptions to By-law 1-88 identified in Tables 1 and 2 of this report.
2. Draft Plan of Subdivision File 19T-16V006, as shown on Attachment #3, to facilitate a proposed residential Draft Plan of Subdivision consisting of the following:

|   |                  |
|---|------------------|
| Blocks 3, 4 and 5 for 19 Townhouse Dwellings              | 0.291 ha         |
| Lot 1, and Block 2 for 4 Semi-detached Dwellings          | 0.083 ha         |
| <u>Streets and Laneways (including former City Lands)</u> | <u>0.1606 ha</u> |
| Total   | 0.5346 ha        |

The total land area identified above includes the former City of Vaughan owned lands (the undeveloped portion of Laval Street), as shown on Attachment #3, which the Owner has purchased from the City.

3. Site Development Application File DA.16.064 to permit the development of the subject lands with 19 townhouse and 4 semi-detached units served by the public municipal street network, as shown on Attachments #4 to #11.

#### **Background - Analysis and Options**

##### *Synopsis:*

*The Owner is proposing to develop the subject lands with 19 freehold townhouse units and 4 semi-detached units fronting onto the extension of an existing public street and laneway. Minor modifications to the Block 39 approved road network (Attachment #12) are required to facilitate the development proposal. The Development Planning Department supports the Zoning By-law Amendment, Draft Plan of Subdivision and Site Development applications as they implement VOP 2010, the Block 39 Plan, and will result in development that is compatible with the surrounding land uses.*

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##### Location

The subject lands are located on the west side of Weston Road, south of Davos Road, and are known municipally as 9554 Weston Road. The surrounding land uses are shown on Attachment #3.

##### Land Use Policies/Planning Considerations

##### Vaughan Official Plan 2010 (VOP 2010)

The subject lands are designated ‘Low Rise Residential’ by VOP 2010, and are located within a ‘Community Area’ as identified on Schedule 1, Urban Structure of VOP 2010. This designation permits detached, semi-detached and townhouse dwellings with no prescribed maximum density, subject to the policies of Sections 9.2.2.1, 9.2.3.1 and 9.2.3.2 of VOP 2010.

Sections 9.2.2.1, 9.2.3.1 and 9.2.3.2 of VOP 2010 contain a number of policies and criteria that are considered when evaluating development proposals for detached, semi-detached and townhouse dwellings, within established low-rise neighbourhoods. Sections 9.2.3.1 and 9.2.3.2 state that ‘semi-detached and townhouse dwelling units are Low-Rise Residential buildings, up to three storeys in height and generally fronting onto a public street’. Furthermore, VOP 2010 states that ‘new development in a Community Area, with existing development, shall respect and reinforce the scale, massing, setback and orientation of other built form in the immediate area’.

The proposed development would form part of an established low-rise residential neighbourhood that includes semi-detached and townhouse dwelling units. The proposed development includes a contemporary architectural style that moves away from the traditional style of peaked rooflines and the traditional brick colour scheme used in the surrounding neighbourhood. Although it is a different architecture style, the proposed development addresses the compatibility criteria for new development outlined in VOP 2010 in terms of lot pattern, size, height and scale within the immediate area. Accordingly, the Development Planning Department is of the opinion that the proposed townhouse and semi-detached development conforms to the ‘Low-Rise Residential’ designation policies of VOP 2010, to the approved Block 39 Plan and is consistent with the immediate neighbourhood.

##### Block 39 Plan

The proposed development, consisting of 19 townhouse units and 4 semi-detached units, is consistent with the approved Block 39 Plan in terms of the proposed land uses as shown on Attachment #12. The applications also seek to modify the approved road pattern of the Block. The approved road network in the Block 39 Plan identified Laval Street extending east and then running south parallel with Weston Road, where it was intended to intersect with Neuchatel Avenue, as shown on Attachment #12. The proposed modification to the approved road network will not connect the two existing terminus points of Laval Street, which was originally intended to be a public road. Instead the Owner is proposing to extend the existing laneway (Laneway V15) so it connects Davos Road with Neuchatel Avenue.

The proposed public laneway connection has been reviewed by the Development Engineering and Infrastructure Planning (DEIP) Department, York Region and Vaughan Fire and Rescue and has been determined as acceptable. The laneway would not cause any adverse impact to the existing community relating to safety, emergency response time and road connectivity and function. Accordingly, the introduction of a public laneway maintains the intent of the approved Block 39 Plan.

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### Zoning

The subject lands are zoned A Agricultural Zone, RV4 Urban Village Zone Four and RVM1(A) Residential Urban Village Multiple Zone One, subject to site-specific Exception 9(1024) by Zoning By-law 1-88. To facilitate the proposed development, an amendment to Zoning By-law 1-88 is required to rezone the subject lands from A Agricultural Zone, RV4 Urban Village Zone Four and RVM1(A) Residential Urban Village Multiple Zone One, as shown on Attachment #3, to RVM1(A) (townhouses) and RVM1(B) (semi-detached dwellings) in the manner shown on Attachment #4, together with the following site-specific zoning exceptions:

Table 1: Proposed Zoning Exceptions – RVM1(A) Zone:

|    | <b>Zoning By-law 1-88 Standard</b>                                    | <b>RVM1(A) Zone Requirements</b>   | <b>Proposed Exceptions to the RVM1(A) Zone Requirements</b>   |
|----|---|--|---|
| a. | Definition – Porch, Unenclosed (Covered or Uncovered) in RVM1(A) Zone | Means a platform with or without a foundation and with at least two sides open, which is uncovered or covered by either a roof, balcony or enclosed space or room, with or without a foundation. | Means a platform with or without a foundation and with at least one side open, which is uncovered or covered by either a roof, balcony or enclosed space or room, with or without a foundation.                   |
| b. | Definition of Tandem Parking  | Zoning By-law 1-88 does not include a definition for tandem parking.   | Means a parking space that is accessed by passing through another parking space from the street, lane, drive aisle or driveway.   |
| c. | Maximum Width of a Driveway Curb Cut                                  | 6 m  | <ul style="list-style-type: none"> <li>- 6.1 m (Units 2 to 6, 9 to 13, and 16 to 18)</li> <li>- 6.25 m (Units 7, 8, 14, 15 and 19)</li> <li>- 9 m (Unit 1), which is a corner unit with a 3 car garage</li> </ul> |
| d. | Minimum Rear Yard   | 13 m   | <ul style="list-style-type: none"> <li>- 6 m (Units 1 to 14)</li> <li>- 7.5 m (Units 15 to 19)</li> </ul>   |

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|----|--|---|--|
| e. | Minimum Front and Exterior Side Yard Setbacks  | Front = 3 m<br>Exterior = 2.4 m   | - Front = 0.6 m (Units 1 - 14 to an architectural feature or structure or firewall)  |
|    |  |   | <ul style="list-style-type: none"> <li>- Front = 1.2 m (Units 1 - 14 to main wall)</li> <li>- Front = 2 m (Units 15 – 19 to an architectural feature or structure)</li> <li>- Exterior = 1 m (Unit 15)</li> <li>- Exterior = 2 m to an architectural feature or structure</li> </ul> |
| f. | Permitted Yard Encroachments (Stairs and Air Conditioning Unit)  | <p>Air conditioning units may be permitted in any required side yard or rear yard provided that any such unit is set back a minimum of 1.2 m from the interior side lot line, and may encroach 1.5 m into the required rear yard and exterior side yard, provided that encroachment only occurs on yards with flankage on local roads.</p> <p>Maximum front yard stair encroachment - 1.8 m</p> | <p>Air conditioning units may be permitted in an interior side yard no less than 0.3 m from the property line and may be permitted to encroach a maximum of 0.9 m into any yard.</p> <p>Permit a maximum encroachment into the front yard of 1 m only.</p>                           |
| g. | Maximum Driveway Width   | 3.75 m  | 5.8 m (Lot 15)   |
| h. | <p>Minimum Setback to a Sight Triangle</p> <p>Minimum Setback to an Attached Garage, from any Street and which does not Cross a Sidewalk</p> | <p>0.6 m (setback to sight triangle)</p> <p>5 m</p>   | <p>0.5 m (setback to sight triangle- Unit 15)</p> <p>1 m (Unit 15)</p>   |

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|    |   |       |                             |
|----|---|-------|-----------------------------|
|    | Minimum Setback for Attached Garage from any Street from which Access is Provided)  | 5.8 m | 1 m (Unit 15)               |
|    | The Minimum Setback to a Garage which Faces a Lot Line and not Crossing a Sidewalk) | 6 m   | 1 m (Unit 15)               |
| i. | Maximum Building Height RVM1(A) Zone  | 11 m  | 11.5 m                      |
| j. | Minimum Lot Depth   | 30 m  | 29 m<br>(Blocks 4 and 5)    |
| k. | Minimum Landscape Area (for any lot)  | 10%   | 4.2 %                       |
| l. | Minimum Exterior Side Yard Setback  | 3 m   | 2 m<br>(Units 1, 14 and 15) |

Table 2: Proposed Zoning Exceptions – RVM1(B) Zone:

|    | <b>Zoning By-law 1-88 Standard</b> | <b>RVM1(B) Zone Requirements</b>                                     | <b>Proposed Exceptions to the RVM1(B) Zone Requirements</b>   |
|----|------------------------------------|--|---|
| a. | Definition of Tandem Parking       | Zoning By-law 1-88 does not include a definition for tandem parking. | Means a parking space that is accessed by passing through another parking space from the street, lane, drive aisle or driveway. |
| b. | Maximum Driveway Width             | 3.75 m   | 5.6 m (Units 21 and 22)   |



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|    |  |  |  |
|----|--|--|--|
| c. | Minimum Setback to an Attached Garage, From any Street and which does not Cross a Sidewalk | 5 m  | 1 m (Units 21 and 22)  |
|    | Minimum Setback for Attached Garage from any Street from which Access is Provided          | 5.8 m  | 1 m (Units 21 and 22)  |
| d. | Maximum Building Height  | 9.5 m  | 11.5 m   |
| e. | Definition – Porch, Unenclosed (Covered or Uncovered) in RVM1(A) Zone                      | Means a platform with or without a foundation and with at least two sides open, which is uncovered or covered by either a roof, balcony or enclosed space or room, with or without a foundation. | Means a platform with or without a foundation and with at least one side open which is uncovered or covered by either a roof, balcony or enclosed space or room, with or without a foundation. |
| f. | Minimum Exterior Yard Setback Abutting a Public Laneway)                                   | 2.4 m  | 1 m (Units 21 and 22)  |
| g. | Minimum Landscaped Area (For any lot)  | 10%  | 4.2%   |
| h. | Minimum Rear Yard  | 13 m   | 7.5 m (Units 21 and 22)  |

The Development Planning Department has reviewed the proposed site-specific exceptions to Zoning By-law 1-88 and provides the following comments:

a) Proposed Zoning Category

The proposed rezoning of the subject lands to the RVM1(A) and RVM1(B) zone categories is consistent with the existing zoning of the immediate area, and will allow for the remnant parcels and part blocks to be combined with the subject lands to facilitate the proposed development shown on Attachments #5 to #11. The Development Planning Department has no objection to rezoning the subject lands to provide similar zone categories on the subject lands.

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##### b) Building Height

The proposed building height exceptions for the semi-detached units and townhouse units (11.5 m) is considered acceptable as the proposed development establishes a contemporary design that will provide a varied roofline compared to the traditional peaked rooflines in the immediate neighbourhood. The roofline variation will give the appearance of a consistent height, as such the Development Planning Department has no objection to the height being proposed.

##### c) Driveway Width

The proposed maximum driveway dimension of 6.1 m for the townhouse units is marginally greater than the 6 m driveway width required by Zoning By-law 1-88 and considered to be minor. The proposed 9 m driveway width for Unit 1 facilitates a 3-car design and only applies to one unit. The proposed driveway exceptions are considered acceptable.

##### d) Lot Depth

The reduction in lot depth from 30 m to 29 m for Blocks 4 and 5 represents a minor decrease to the prescribed requirement of Zoning By-law 1-88, and is considered appropriate.

##### e) Zoning Definitions

The exception to the definition of a porch and tandem parking is required to facilitate the design of the proposed units. The provision of tandem parking will allow 2 tandem parking spaces to be contained within the garage. Having more parking available within a garage will have the potential to preclude vehicle parking along the public laneway.

##### f) Setback from Weston Road

The proposed setback from Weston Road of 1 m is the result of a road widening request by York Region. A typical setback would be 3 m to provide private amenity spaces between the street line and dwelling. The proposed 1m setback would result in a similar condition to the existing townhouses located immediately north of the subject lands, which also have a 1 m setback due to the road widening. To mitigate the reduced front yard setback, the Owner is proposing an upgraded landscape treatment along the Weston Road frontage (Attachment #6). City and Regional Staff will continue to work with the Owner to finalize the landscape treatment. Staff supports the proposed setback given the context of this site, and subject to the approval of the upgraded landscape plan along Weston Road.

##### g) Air Conditioning Units

Council on April 19, 2017, endorsed reduced side yard setbacks for air conditioning units with setbacks of 0.6 m and 0.3 m for wall mounted and ground mounted units, respectively. Most of the air conditioning units are being proposed in the front yard and adjacent to the front stairs, thereby providing some screening. Staff will continue to work with the Owner to resolve this matter and will finalize the screening of the air conditioning units as part of the final site plan approval.

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##### h) Other Exceptions

Many of the other exceptions related to the proposed setbacks from a sight triangle and a garage, permitted encroachments for air conditioning units and maximum driveway width are considered to be minor. These exceptions only apply to specific units and are similar to zoning exceptions provided in other infill developments.

The proposed rezoning and site-specific exceptions would facilitate a development that conforms to the Vaughan Official Plan 2010 and the approved Block 39 Plan as it relates to land use. The proposed development would be compatible with the existing and planned built form in the surrounding area, and therefore can be supported by the Development Planning Department.

##### Subdivision Design and Site Plan

The proposed Draft Plan of Subdivision, shown on Attachment #4, is comprised of 4 blocks and 1 lot (Lot 1). Blocks 2, 3 and 5 will be combined with the existing Blocks in the previously approved Plan of Subdivisions, as shown on Attachment #4, to form full lots for a total of 23 residential units.

The proposed townhouse units will have frontage onto a public road (Laval Street and Weston Road) and would be accessed from a public laneway (Laneway V15), while the semi-detached units would have frontage and access from Laval Street and Neuchatel Avenue. Laneway V15 currently extends south of Davos Road terminating north of Laval Street. The development proposal includes the extension of Laneway 15, south to Neuchatel Avenue. This would allow for the units to be constructed facing Weston Road, which is similar to the townhouse dwellings immediately to the north.

The proposed building elevations shown on Attachments #7 to #11 illustrate the typical elevations for the proposed townhouse and semi-detached units. The building elevations are contemporary in architectural style and will be constructed using a variety of materials including stucco, glazing and a two-tone brick colour scheme. The design of Units 14 and 19 incorporate a frosted glass railing, as shown on Attachment #10 to reduce any potential overlook into the backyards of the adjacent properties. The final building design, materials and elevations, must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

The proposed Landscape Plan, includes an upgraded landscape treatment along the Weston Road frontage as shown on Attachment #6. City and Regional Staff are working with the Owner to finalize the landscape treatment along Weston Road, which would consist of low-form shrubbery and perennial planting, extending into the regional right-of-way to provide an enhanced front yard amenity area. The landscape plan treatment proposed for the semi-detached units on Laval Street and Neuchatel Avenue is shown on Attachment #6, however, the Owner will also be required to conform to the City's typical street tree planting requirements. The final landscape plan must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

##### Development Engineering and Infrastructure Planning (DEIP) Department

The DEIP Department has reviewed the proposed Draft Plan of Subdivision and supporting material, and provided the following comments:

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##### a) Road Network

The proposed development includes a modification of the road pattern that was established by the Block Plan. The proposed modification would eliminate a local public road and replace it with a public laneway. The proposed design has Laval Street extending east and connecting to a public lane (Laneway V15) that runs south parallel to Weston Road and forming an intersection with Neuchatel Avenue.

The proposal to extend the proposed public laneway between Davos Road and Laval Street, and connecting to Neuchatel Avenue, would meet the original intent of the Block Plan to provide a more porous road network. This would be accommodated by connecting both portions of Laval Street with the public laneway.

Fire Hydrants, and traffic signs (stop signs, fire route and no parking signs), as per City Standards, should be identified on the site plan and/or on the site servicing and utility plan.

A truck maneuvering plan, as proposed in the Transportation Report must be approved by the Fire Department and Environmental Services Department. The Traffic Report must be approved by the DEIP Department.

##### b) Environmental

Environmental Staff has reviewed the development proposal and have no objection to the subject development applications.

##### c) Lot Grading

The proposed grading of the site and the grading of the individual lots shall meet the City's current lot grading criteria.

##### d) Water/Sanitary/Storm Servicing and Storm Water Management

Municipal services will be provided in accordance with the approved Master Environmental Servicing Plan (MESP) and confirmed through the subdivision of any subsequent plans or reports that may be submitted to confirm the servicing requirements for the Block 39 Plan.

The Owner has submitted a Functional Servicing Report prepared by Valdor Engineering Inc., (June 2016, revised on February 2017). The report has demonstrated that the water supply, sanitary servicing and stormwater management plans for the proposed development can be accommodated as follows:

##### Water Servicing

The proposed development will be serviced by extending the existing watermain from the adjacent roads Laval Street and Laneway V15 to complete the looping of the local network.

The proposed townhouse units proposed along Weston Road will be serviced by a new watermain, which would run along the proposed public laneway and be extended from the proposed development site. This watermain will be connected to the existing watermain located on Neuchatel Avenue.

The townhouse units and two (2) semi-detached units fronting Laval Street will be serviced by a new watermain, sanitary sewer and storm sewer on Laval Street, which will be connected to the new watermain located along the proposed public laneway.

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The remaining two (2) semi-detached units fronting Neuchatel Avenue will receive servicing from the existing watermain, sanitary sewer and storm sewer located on Neuchatel Avenue.

**Sanitary Servicing**

The townhouse units proposed along Weston Road will be serviced by a new sanitary sewer along the proposed public laneway, which will be connected to the existing sanitary sewer located on Neuchatel Avenue.

**Stormwater Management**

The subject site is located in the tributary to the existing stormwater management pond that is located in Block 39, at the northeast corner of Rutherford Road and Fossil Hill Road. This pond provides both quantity control and quality treatment of storm water. The existing storm sewers, in the adjacent subdivisions, were designed to accommodate future flows from the subject lands. As such, the existing storm sewers are proposed to be extended to service the subject site. Similar to the existing development to the north of the subject site, a Foundation Drain Collector (FDC) is proposed for this development.

For the townhouse units fronting along Weston Road, a new FDC sewer is required to be constructed along the proposed public laneway extension. This FDC sewer will then connect to the existing storm sewer located on Neuchatel Avenue.

e) Sewer and Water Allocation

On December 13, 2016, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Accordingly, servicing capacity for the subject development is available and unrestricted. Therefore, the following resolution to allocate capacity for the subject development is recommended for Council approval:

"IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-16V006 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 23 residential units (72 persons equivalent)."

f) Noise

The Owner has submitted a Noise Impact Study, prepared by HGC Engineering. The noise study recommends acoustical measures will need to be implemented for specific blocks within the subdivision. Reference to these measures should also be included within the subdivision agreement. The submitted report must be signed and sealed by a licensed professional engineer in the Province of Ontario.

g) Other Conditions

The DEIP Department has also requested the following be included as Conditions of Approval in the Subdivision Agreement and in Attachment #1:

- The Owner/Applicant shall demonstrate sufficient lighting/illumination on the proposed laneway and shall provide a Photometric lighting plan to the satisfaction of the Development Engineering and Infrastructure Department; and
- The driveway on Lots 21 and 22 shall not be on the angle bend and shall comply with City Standards.

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##### Development Planning Department, Urban Design and Cultural Heritage Division

The Urban Design and Cultural Heritage Division has reviewed the applications and have advised there are no built heritage concerns. The compensation plan outlined in the Arborist Report (April 6, 2017) is acceptable, and the proposed elevations and landscaping plans are generally acceptable subject to the conditions included in Attachment #1 - Conditions of Draft Approval.

##### Office of the City Solicitor, Real Estate Department and Parks Development Department

Both Departments have indicated the cash-in-lieu of parkland payment has been satisfied through as Conditions of Draft Plan of Subdivision and the Development Group Agreement for Block 39.

##### Environmental Services Department, Solid Waste Management Division

The Solid Waste Management Division has reviewed the subject applications and have indicated that the proposed residential development will be eligible for municipal collection, provided the dwelling units have appropriate storage and frontage onto a public street, and are not part of a private condominium plan.

##### Vaughan Fire and Rescue Services (VFRS)

The VFRS has reviewed the development applications and supporting Transportation Study and has advised that they have no objection to the development proposal.

##### Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the development applications and have indicated that the subject site is less than 5 ha in size and is located outside of the TRCA's regulated area. However, the site is located within an area subject to the Credit Valley, Toronto and Region Conservation and Central Lake Ontario (CTC) Source Protection Plan, which took effect December 31, 2015, which outlines how water quality and quantity for municipal drinking water systems will be protected.

The subject property is located in a Source Water Protection vulnerable area referred to as a Wellhead Protection Area Q2 (WHPA-Q2). This area was delineated to help manage activities that may reduce recharge to an aquifer (Prescribed Threat No. 20 under the *Clean Water Act*, 2006). The CTC Source Protection Plan recommends the implementation of best management practices, such as Low Impact Development, measures with the goal to maintain pre-development recharge values.

The Owner has submitted a site Water Balance Assessment, which demonstrates that the pre-development recharge can be maintained and that there are no further hydrogeologic issues with respect to the proposed development.

##### School Boards

The York Region District Public School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique, Central Sud have no objections to the proposed development.

##### Canada Post

Canada Post has no objection to the proposed development, subject to their conditions regarding the installation of mail facilities, which is included in the Conditions of Draft Plan of Approval on Attachment #1e).

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##### **Enbridge Gas Distribution**

Enbridge Gas Distribution has no objection to the proposed development, subject to their Conditions of Draft Plan of Approval on Attachment #1d).

##### **Relationship to Term of Council Service Excellence Strategy Map (2014-2018)**

This report supports the following priority set forth in the Term of Council Service Excellence Strategy Map (2014-2018):

- Improved municipal road network
- Re-establish the urban tree canopy
- Continue to cultivate an environmentally sustainable City
- Enhance civic pride through a consistent city-wide approach to citizen engagement

##### **Regional Implications**

York Region has reviewed the proposed Draft Plan of Subdivision and has provided the following comments with respect to the application.

##### **Sanitary Sewage and Water Supply**

The proposed development site is located within the Pine Valley South wastewater area and will be serviced from Water Pressure District No. 6.

Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modifications – 2017 pending outcome of Class EA;
- Duffin Creek WPCP Stages 1 and 2 Upgrades – late 2017 expected completion;
- West Vaughan Sewage Servicing – 2028 expected completion; and
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

Based on the information provided in the Functional Servicing Report, wastewater servicing will be connecting to Vaughan's existing sanitary sewer located in the Neuchatel Avenue right-of-way. Water servicing will be connected to Vaughan's three existing watermains to provide a fully looped system. The Owner is advised that the Regional York Peel Feedermain is located on the east side of the Weston Road right-of-way. The integrity of the aforementioned Regional infrastructure is to be maintained at all times during any construction activities associated with the subject development.

The Owner is advised that a direct connection from a new development to a Regional water and/or wastewater system is discouraged. It is the Region's mandate to service new development through the local municipal system. Should this not be feasible, a direct connection to or the crossing of a Regional water or wastewater system requires Regional approval prior to construction. Engineering drawings showing details of the connection(s) and/or crossing (s) shall be submitted to the Infrastructure Asset Management branch for review and approval. The Owner is further advised that York Region requires two (2) weeks advanced notice prior to the

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connection and/or crossing of Regional infrastructure. The Region reserves the right to inspect the site during the connection and/or crossing.

In accordance with York Region's servicing protocol respecting Draft Plans of Subdivision receiving approval prior to servicing allocation being available, staff are requesting that all residential lands if applicable be subject to various restrictions (i.e., Holding Symbol "(H)") to ensure that the water and wastewater servicing are available prior to occupancy. These restrictions are found within the requested schedule of conditions below. In addition, York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the *Ontario Planning Act*, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

York Region has no objection to the Draft Plan of Subdivision application subject to the above comments and to their draft plan conditions included in Attachment #1b)

#### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.16.031, Draft Plan of Subdivision File 19T-16V006, and Site Development File DA.16.064 in consideration of the applicable policies of VOP 2010, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, the public and the surrounding area context. The Development Planning Department is satisfied that the townhouse and semi-detached development, including the modified road network, is compatible with the surrounding area. On this basis, the Development Planning Department can support the approval of the applications, subject to the conditions contained in this report.

#### **Attachments**

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-16V006 & Proposed Zoning
5. Site Plan
6. Landscape Plan
7. Typical Townhouse Elevations (Building 1)
8. Typical Townhouse Elevations (Building 3)
9. Typical Semi-Detached Elevation
10. Typical Side Elevations (Units 14 and 19)
11. Typical Rear Elevations (Buildings 2 and 3)
12. Approved Block 39 Plan and Road Network

#### **Report prepared by:**

Eugene Fera, Senior Planner, ext. 8003

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)